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2024

the national FALCON news

MAGAZINE OF THE FALCON CLUB OF AMERICA



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Art Vertlieb (FCA #20154) displays his 1963½ Sprint Convertible under the desert blue sky. When he turned 16 and got his drivers license, “Arizona 64” is the exact plate that was on his 1963½ Falcon Sprint convertible—white with red interior—the same as the cover Sprint.	Nearly 60 Years of Life With a Muscled-Up 1962 Ford Falcon Wagon
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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$38 a year (\$45 in U.S. funds for International North America Membership, \$57 in U.S. funds for International Offshore Membership) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published bi-monthly with information submitted by members.

PRESIDENT'S MESSAGE



BILLY POPE
FCA President

By the time this issue reaches your mailbox, the 45th Annual Falcon Club National will be in full swing in Hot Springs. Let me channel my inner Nostradamus and make some predictions: new friendships will be forged, the parking lot will be packed with stunning examples of various styles and colors of Falcons, and an unforgettable time will be had by all. We also will announce the 2025 National location during the event. What was your prediction? Did anyone call this location?

I am incredibly eager to reunite with my friends and extended Falcon family. I look forward to seeing everyone in about a month.

One of my favorite aspects of our magazine are the reports from the various chapter gatherings and shows. As we enter the heart of summer and the peak of show and shine season, I encourage each chapter to document their cruises and events with plenty of photos and send them to our editor, Janet. This allows the rest of us to share in the fun and excitement. If your chapter hosts a show, be sure to pass along pictures so we can all admire the beautiful Falcons on display.

I want to commend everyone who has contributed to our magazine; your submissions have been outstanding. If you haven't yet sent anything in, don't be shy. We'd love to see what projects you're working on with your Falcon, hear about your car, and learn its story. I have a habit of assigning homework in my messages, so are you ready for this edition's assignment? I had someone reach out to me about suggestions to help ensure his Falcon did not overheat during summer cruises. This got me to thinking... The opinions on this topic are almost as numerous as the number of Falcons in the parking lot and have been argued for years. So, here's the assignment. What do you do to keep your Falcon running cool? What is your set up? What the proven trick?

Wishing everyone safe travels to and from Hot Springs. See you soon!
Happy Falconing!

Billy

JULY 11-13
2024 Nationals

MAY 4
Keystone Car Show

SEPT 6-7
Truckin' to Ohio

SEPT 27-28
Carolinas Regional



Wings and Wheels— Maryland STYLE

The Mason-Dixon Chapter had been planning a September 2023 fall cruise when our well-known President Pat Varricchio unexpectedly passed away. Afterwards, we got together and decided the best tribute we could give Pat was to go on and hold our event in his memory.

It was a perfect fall weekend in September where St. Mary's County Maryland, the birthplace of Maryland and a very historic area, provided a perfect setting for an outing. Members of the club gathered at the host hotel Thursday evening to have dinner and discuss the weekends activities. Friday morning began with a stop at the St. Francis Xavier Catholic Church, the first Catholic church in America. A simple wooden church was established there in 1661. The Maryland settlement began in 1634 with a landing on what is known now as St Clement's Island with two ships

carrying members escaping religious persecution in England. The Maryland settlement, although a British colony, differed from Jamestown and the other East Coast settlements in that it was based on the desire to practice religion without persecution. Members of this colony eventually influenced the Constitution framers and were responsible for the concept of separation of church and state in America.



After a tour of the present church structure dating back to 1731, we proceeded to the St. Clement's Island Museum where we boarded a water taxi to take us to the island. There we observed a large cross placed there in 1934 to commemorate the landing of Father Andrew White and the English settlers on the 300th year anniversary of that landing. The island includes a historic lighthouse that served as a marker on the lower Potomac River for many years.



Lunch was enjoyed at a waterfront café, then the flock migrated south along the Potomac to the location of St. Mary's City, the first capital of Maryland. That site has become a major archeological exploration area as well as a re-creation of the original capital. After a stop at the Visitor's Center, we walked to the reconstructed Chapel originally built in 1667. Archeologists discovered its original foundation, and a new building was constructed on it. Among the many gravesites discovered in the vicinity of the building, and on display are lead coffins that contained the remains of the Calvert family, the first family of Maryland, discovered in 1992 and the oldest known lead coffins discovered in America.

From the chapel, we toured a replica of the Dove, one of the two ships that brought the settlers to the new world. The final stop on the tour was a visit to a re-creation of the first Maryland Statehouse, originally constructed in 1676 and rebuilt in 1934 also to commemorate the 300th anniversary.

Saturday's activity was the Wings and Wheels Car Show at the Patuxent River Naval Air Museum where members enjoyed parking their cars among the various aircraft on display. The day wrapped up with a group dinner on historic Solomon's

Island, a nearby waterfront community.

Following busy days both Friday and Saturday, the chapter attended a local Cars and Coffee Sunday morning before heading home. Coupled with perfect fall weather, the events were enjoyed by all while we acknowledged the loss of our friend and President and missed having him with us. I should mention that Pat's wife Diane and children Tim and Pam were all there with us driving Pat's car. Rest in Peace Pat.

—John and Carolyn Vannatta
(FCA #12618)
Mason-Dixon Chapter

The Psychology of Safe Driving

How to Be Safe and Enjoy Driving Your Classic Car

Automobiles have advanced dramatically in the last few decades, and compared to today's high-tech marvels, our 1960 creations can look extremely outdated. This is especially true in the case of older car safety, as classics lack key features now considered standard on today's vehicles.

If you've always wanted a classic car—most likely a Ford Falcon—but are worried outdated features make them unsafe—you are correct; they are unsafe in comparison. There is no argument that our older cars lack modern features, including airbags, crumple zones, and seat belts, which makes them less safe than that new F-150 you drive to work. However, I believe there is an added "safety" to these cars not always talked about.

What precipitated this article was some old photos I came across of Falcons damaged in accidents. I began to think about the few Falcons I've seen damaged in traffic accidents and all the Falcons that migrate to and from Nationals each year safely. There has to be more than coincidence that there are few instances of accidents. I contemplated writing this article as it is not pleasant to think about accidents and their personal and material damage. It is a particularly sensitive area to me, as I lost a brother and sister-in-law in a 1971 car crash. I know the dangers that exist driving any car. This article is to help us get past what the dangers may be and embrace what we CAN do to improve our driving experiences. That is what I will call the psychology of safe driving.

Most accidents are attributed to reckless driving. If you drive according to the law and remain vigilant of your surroundings, your risk of getting into an accident is greatly reduced, no matter the kind of car you drive.

Statistically Speaking

According to Hagerty, the country's largest insurer of collector vehicles, there are about 25,000 accidents nationwide each year involving cars built before 1970. In perspective, those crashes represent less than one-half of one percent of the six million pre-1970 models registered in America.



With today's in-car entertainment, navigation systems, cell phones, and all our other gadgets, driver distraction is at an all-time high. Estimates of the role that distraction plays in accidents or injury vary, but data has showed that 11.6 percent of the crashes involved a distracted driver (Stutts, 2005). The numbers get even scarier as the accidents get worse. Drivers who were distracted when they crashed are 50 percent more likely to be killed or seriously injured than non-distracted drivers (NHTSA, 2008).

Researchers have divided distraction into four broad categories: visual distractions, audible distractions, physical distractions, and cognitive distractions (Stutts, 2005). What many people might think of as one distracting situation can actually have many components that increase the potential for driving disaster.

Cell phone use while driving has become the hallmark of distracted driving. Be honest. Many of us have cursed another driver for bad driving while on their phone, only to pick up our own phone a few minutes later. Cell phones involve every type of distraction. And their use while driving is commonplace and rising. Surveys of daytime drivers showed a steady one percent increase in hand-held phone use every year between 2002 and 2005 (NHTSA, 2008). According to 2005

NHTSA estimates, about 10 percent of daytime drivers are having a phone conversation at any moment. And hands-free doesn't necessarily make talking while driving better. Researchers at the University of California, San Diego found that performing just easy auditory and visual tasks, with no physical element, slowed reaction time by 174 milliseconds. That might not sound like much, but at 65 mph that translates to 16 feet, more than enough to cause catastrophe (Levy, 2006). Studies in Canada and Australia have shown that cell phone use is associated with four times the risk for a crash.

Text messaging is another cell-phone related threat. An Australian report found that when texting, drivers take their eyes of the road four times more than they do normally. Younger drivers are more likely to be texting while driving. These distractions in the hand of less developed drivers can lead to even more dangerous situations.

Distracted driving can be talking on the phone, texting, changing the radio station, eating, drinking, or even daydreaming. Anything that takes your mind off the road is a potential distraction.

Making Your Car Safer

Can you make old cars safer? Yes, you can, and this is what many classic car owners do. Common adjustments made to older cars include modifying systems or adding things like a three-point belt system, anti-lock brakes, power steering, electronic ignition, radial tires, and a backup camera. Unfortunately, there are some modifications you can't make to older cars. For example, you can't add airbags because vintage cars don't have the cavities, coverings, and sensors that are necessary. You can't give old cars crumple zones. Even though you can't do it all, doing what you can will improve the safety of your classic car immensely.

What you can't really do much about is what happens to the chassis during a crash with a hard object. The curb weight of modern cars is in some cases 50% more than our sporty old ones. A modern Mazda Miata weighs more than a Ford Falcon. Modern cars are designed so that the area in front of the passengers crumples while the area where they sit remains solid making sure they don't get crushed.

There are actually a few areas where safety has decreased over time. Seat belts have altered some areas of visibility. A-pillars have thickened, and rear windows have shrunk and been crowded with passenger neck restraints. The driver's situational awareness in a modern car is far less.

Cognitive Factors Influence Safe Driving

Driving safely is not just about following the rules of the road. It is about understanding the cognitive factors that influence our behavior behind the wheel. From attention and perception to decision-making and reaction time, these mental processes play a crucial role in our ability to navigate the roads with care and caution.

Braking distance can be significantly longer in older cars, so leave more distance between you and other cars. Unfortunately, that big space is prone to invite some irritating person who deems it necessary to fill. Road rage is a real problem, so please keep your cool when irritants occur.

Attention and focus. Drivers must be able to continuously scan their surroundings, identify potential hazards, and make quick decisions. Lapses in attention, even for a split second, can have devastating consequences. Our ability to focus on the task at hand, while filtering out distractions, can mean the difference between a smooth journey and a potentially dangerous situation. Perception, too, is key as our brain's interpretation of the visual cues around us shapes our understanding of the driving environment and informs us of our next moves. Be alert and pay attention.

Memory and executive function. Experienced drivers draw upon their memory of traffic laws, driving techniques, and past experiences to navigate safely. Sound judgment and the capacity to make rational, split-second choices are hallmarks of the safe driver. Older drivers can also lose functionality and memory as part of the aging process. Do not ignore that reality if it is the case.

By understanding the cognitive factors that influence safe driving, we can take proactive steps to enhance our skills, minimize risks, and contribute to a safer, more responsible driving culture. It's not just about following the rules. It is about mastering the mental processes that keep us and those around us secure on the roads. Try playing games or puzzles that can enhance brain and visual acuity, memory, and faster reactions.

Spatial awareness and visual processing. Drivers need to have a keen sense of their vehicle's positioning relative to other cars, pedestrians, and obstacles. The ability to quickly process visual information and anticipate potential conflicts is essential. Equally important are the decision-making and reaction-time skills that allow us to anticipate hazards, evaluate options, and respond swiftly. When these cognitive functions are impaired, whether due to fatigue, distraction, or impairment, the risks on the road increase exponentially.

Driving a vehicle requires more than just physical skills; it also demands a high level of cognitive ability factors that can significantly influence safe driving.

Driving is a privileged activity that requires unwavering focus and a deep sense of responsibility. As drivers, we have a moral obligation to ourselves, our passengers, and other drivers to approach the road with the utmost care and vigilance. This is not just a matter of following the rules of the road; it is a lifestyle choice that can mean the difference between a safe journey and a tragic outcome.

Responsible drivers are constantly scanning the environment, anticipating the actions of other motorists, and prepared to react swiftly and decisively to mitigate risks. This level of attentiveness requires discipline, patience, and a genuine commitment to the safety of all who share the road.

Beyond mere awareness, responsible drivers also exhibit a heightened sense of caution and restraint. They understand that the decisions they make behind the wheel can have far-reaching consequences, and they are willing to err on the side of caution rather than take unnecessary risks. This means adhering to speed limits, maintaining a safe following distance, and resisting the temptation to engage in reckless maneuvers that could endanger themselves or others.

Emotions and Mental State Play a Crucial Role.

It's no secret that our emotional state and mental well-being can have a significant impact on our ability to drive safely. When we're feeling stressed, anxious, or distracted, our focus and decision-making skills can suffer, putting ourselves and others on the road at risk.

Studies have shown factors like anger, sadness, and even excitement can lead to reckless driving behaviors, such as speeding, tailgating, and making unsafe lane changes. Conversely, being in a calm, focused state of mind can enhance our awareness, reaction times, and overall driving performance. As responsible drivers, it's crucial we recognize the role our mental state plays in our ability to navigate the roads safely. By taking steps to manage stress, practice mindfulness, and maintain a positive outlook, we can help ensure that our driving is guided by reason rather than raw emotion.

One of the key psychological principles to harness is the concept of mindfulness. Developing a growth mindset can be a game-changer. Embracing the idea that your driving skills can be continuously improved through practice and learning can lead to greater confidence and a willingness to adapt to new challenges. By approaching every drive as an opportunity to enhance your abilities, you'll be well on your way to becoming a safer, more confident driver.

The Intangibles. A lot of us with classic cars have a lot of time and/or money invested. So, we tend to baby them and take extra care of them. They are often only driven for solely pleasure, so a lot fewer miles are put

on them. For some it's their daily driver and they have owned it for a long time. They know how to drive it and how it's going to respond in just about any situation

Eye-catching cars are noticed, and if people are paying attention to it, they are probably less likely to hit it. This has to be a factor in accident awareness. Other people don't want to hurt our beautiful cars, so they too are more careful. So, embrace that admiration, encourage it, for it just may keep you safer.

If you're driving a classic car, you will generally have fewer driver aids, forcing you to be more diligent. This makes you less likely to cause an accident, but of course doesn't insulate you from other people. Go enjoy cruising around some country roads and take in the beauty of the countryside. That is safer than a city's busy freeways.

Choose the Safest Car Colors. According to Kelley Blue Book, silver is the most popular car color, with white as a close second. Of the two car colors, however, white exceeds silver in safety ratings, according to research. Cream, yellow, and beige cars also ranked closely behind white; yellow actually surpassed white as the safest color in some studies as well. Light-colored cars are simply easier to see. White cars are also 12 percent less likely to get into an accident than black cars, regardless of the time of day. The better other drivers are able to see you, the more likely they are to hit the brakes before it's too late.

Update Your Headlights. Older car headlights don't put out as much light as halogen headlights, or high-intensity xenon lights. Replacement kits are available for some models that swap the old lights with newer versions without changing the appearance. This gives you the best of both worlds and can make your car safer without impacting its style.

A classic car will not have features like ABS, traction control, or stability control. This means it is significantly more difficult to maintain control of the vehicle under adverse conditions, making a crash much more likely to happen. Even if you're an experienced driver and consider yourself a very safe driver, conditions beyond your control sometimes just happen. For example, the deer that crosses in front of you or the vehicle that veers into your lane may force you to make difficult and evasive maneuvers in your '63 convertible.

The Verdict

So, are vehicles over 40 years old safe to drive? They're certainly not the safest place to be in an accident, but don't let that deter you from purchasing an older car. By performing a few modifications, adding some items to make them safer, and following best driving practices on your journey, you can cruise with a level of calmness.

Ultimately, cultivating the mindset of a responsible, alert driver is not just a personal choice; it's a societal imperative. By embracing this mindset, you can collectively contribute to a safer, more harmonious driving environment, reducing the incidence of accidents and saving countless lives in the process. It's a responsibility we all share, and one that we must take seriously.

If you drive a classic in the same way as you drive a modern car, you still have a low life-time chance of dying or injury. As always, you can decrease—but not eliminate—your risk by sensible, defensive, driving techniques.

Stay focused, keep your eyes on the road, pay attention to other drivers, and stay alert at all times. Avoid multitasking while driving, and if you find yourself getting distracted, take a break and refocus before continuing your journey. Driving while tired can be just as dangerous as driving while distracted. If you're tired, pull over and take a rest. By keeping your mind focused on the road, you will minimize errors and give yourself the best chance to react to potential dangers.

Classic cars are for fun. If you're looking just for safety, go buy a new Volvo; maybe a classic car isn't for you. If you're looking to have fun, go for it. I'd definitely recommend a Ford Falcon!

Timeline of Automotive Safety Features

Insurance Institute for Highway Safety

- Late 1920s: Safety glass introduced; quickly becomes common.
- 1930s: Brake lights, turn signals, all steel car and truck bodies and hydraulic brake systems become standard on most vehicles.
- 1930s-1960s: More powerful cars force automakers to improve handling and outward visibility.
- 1948: Preston Tucker outfits 50 production cars with padded dashboards, pop-out safety glass and directional lighting.
- 1950s-1960s: Crash testing becomes more involved.
- 1950s: Safety belts come optional in some American cars.
- 1959: Safety belts become standard equipment on some of Volvo's cars.
- 1964: Federal government requires padded dashboards and seat belt anchors in new cars.
- 1965: Ralph Nader publishes *Unsafe at Any Speed: The Designed-in Dangers of the American Automobile*.
- 1967: Federal motor vehicle safety standards established, initiating requirements for collapsible steering columns, lap and shoulder safety belts and dual circuit brake systems; front disc brakes become common.
- 1973: Required fuel tank crash test for rear impact integrity
- 1998: Federal government requires dual front airbags in new passenger vehicles
- 2005: Tire pressure monitoring systems required
- 2008: Electronic stability control on new vehicles
- 2011: Rollover air curtain requirement

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Where's that Falcon?



How many states can we fill in on the map?
This month we go to two spots in Wisconsin.

Will we go to your state next time?

Send your photo to editor@falconclub.com. Identify the car's year, model and your location.



World famous Siebken's Resort in Elkhart Lake, Wisconsin.



Road America in Elkhart Lake, Wisconsin

1964 Falcon Sprint Convertible

Tom Jaworski (FCA #15543)

Prospect Heights, Illinois

Wisconsin is a state in Upper Midwestern United States. It borders Minnesota to the west, Iowa to the southwest, Illinois to the south, Lake Michigan to the east, Michigan to the northeast, and Lake Superior to the north. Wisconsin is the 25th-largest state by land area and the 20th-most populous. It is divided into 72 counties and as of the 2020 census had a population of nearly 5.9 million. Its most populous city is Milwaukee, while its capital and second-most populous city is Madison. Other large population centers include Green Bay, Kenosha, Racine, and the Fox Cities.

The economy of Wisconsin is driven by manufacturing, agriculture, and health care. It is one of the nation's leading dairy producers and is known as "America's Dairyland," as it is particularly famous for its cheese. Much of its cultural background is German and Scandinavian. The state is also famous for its beer, particularly and historically in Milwaukee, the headquarters of the Miller Brewing Company. The Dells and Door County are two popular tourist attractions. People there love their sports—NFL's Packers, NBA's Milwaukee Bucks, MLB's Milwaukee Brewers, and the Wisconsin Badgers.



Nearly 60 Years of Life With a Muscled-Up 1962 Ford Falcon Wagon

With mild upgrades, this family hauler became a part of a family legacy

By Jim Donnelly • Photography by David Conwill

Maybe you rummaged around in a drawer and found your grandfather's ancient cereal-box decoder ring. Or maybe it was a cardboard box in your attic, where you rediscovered your very first GI Joe, the 12-inch variety. The simple things that serve as gateways to a lifetime of flooding, happy memories. And they don't necessarily have to be toys and trinkets. As a case study we direct your attention to this 1962 Ford Falcon two-door station wagon. It's been in the same North Carolina family for close to 60 years now, a period crammed with good feelings, from giving it a wash outside the carport to heading for the coastline with the whole brood piled in back.

That's why this Falcon wagon is still in the Cannon family, which plucked it off a used-car lot in Charlotte and not just maintained it, but also made it a measurably better car. How so? By having a new engine built around a larger, 200-cu.in. inline-six block that used the top end of the Falcon's original engine. In Cannon family history, the Falcon only lasted five years as a daily driver, but it was an unassailable part of that heritage by then. It's been maintained carefully in a mostly pleasant climate. The Falcon retains its original paint today, along with its original pasted-on pinstripes. It's been upgraded, cosmetically, with fender skirts and a set of later-model wheel covers

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for its 13-inch wheels. And it's still driven, mainly to shows. You see, in the Cannon family, the patriarch is a diehard Falcon fan.

"It's a base car, with factory paint, an NOS interior and headliner, and the bottom end of a 200 engine," said Jeff Cannon, who now preens the Falcon from his home in Granite Quarry, North Carolina. "We bought it in June 1965, and it was our daily driver until 1970, when my father got a Ford Crown Victoria. It was my first car in 1983 when I got my driver's license."

We can learn two things from this quote: The Cannon family is strongly pro-Ford, except for the fact that Jeff briefly owned a Chevrolet in a dispute with his father over the proper care and use of the Falcon. And that when it comes to Falcons, it's Jeff's father, Wayne Cannon, who has the final say, very much befitting a car guy who just turned 84. Make no mistake: The Falcon's at Jeff's house but Wayne, from Kannapolis, North Carolina, is the reason it's there in the first place.

"In 1965, I was driving a 1951 Chevrolet and a 1950 four-door Plymouth, and I decided to get rid of the Plymouth and get another vehicle," recalls Wayne. "I was living in Charlotte, and I found this wagon sitting on a used car lot. I purchased it and sold the Plymouth at a Ford dealer. The car had belonged to a guy who was a truck driver and it had 30,000 miles on it, so it was a local car.

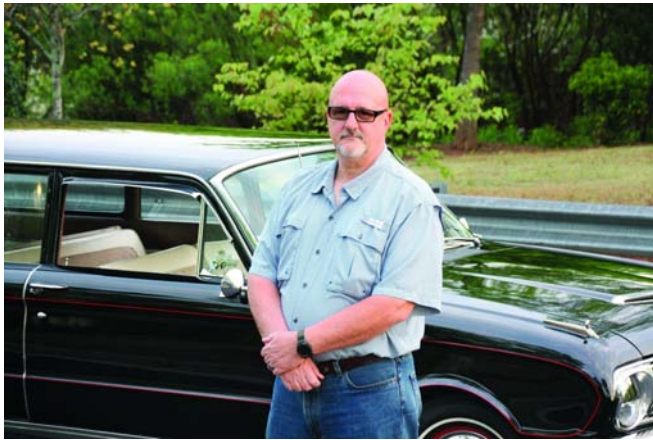
"We were a family then, so I needed a family vehicle, plus the Falcon was a nice-looking car that caught my eye," continues Wayne. "I bought it for \$950 with \$300 down. I still have the documents for that. I had never owned a station wagon before. Other than the wife taking the kids to the beach, that's about as far as we drove it once we moved to Kannapolis. We'd make a big pallet in the back with blankets, put the kids back there, lower the back window and it wasn't a problem until you stopped, and exhaust fumes started coming in through the back window."

Today, the car's a star—it's been featured in the catalog of Falcon components from Dennis Carpenter Ford Restoration Parts, located just down U.S. 29 from Kannapolis. But it didn't start out that way. In 1962, Ford produced 396,129 copies of the first-generation Falcon in the third year of the model's



production, with no breakout available as to trim and body styles. In 1962, the Falcon was offered with two sizes of Ford's third-generation OHV inline six-cylinder engine, displacing 144 and 170 cubic inches, respectively, with a maximum of 101 horsepower.

"I'm not mechanically inclined, and I started having some kind of trouble with the engine," Wayne says. "So, I took it to a mechanic, and he said that whatever



was wrong with it, he'd have to rebuild the bottom part. That was in 1970. He said I could get a 200, and he put that in there and used the top part of the 170 that was in there at first. I have no idea where he got the 200, and I have a copy of the work order, but now, there's a lot of difference in the horsepower."

How much? The 200 was first introduced in 1963, in time to be installed in the first-generation Ford Mustang, with slightly bigger bore and stroke measurements than its 170-inch sibling. An impressively robust engine, its cast crankshaft ran in seven main bearings beginning in 1965. The Cannons' engine has never been on a dyno, but as produced by Dearborn, was rated at 120 horsepower when new. Today, the bigger six has no trouble motivating the Falcon through its Ford-O-Matic automatic transmission.

"I'm pretty happy with it," Wayne says.

Over the years, Wayne gradually became a Falcon fan, and passed the wagon on to Jeff to drive. As Jeff reminisced, "I got my license and drove the car for maybe six months. A 21-year-old station wagon was not a cool car for a teenager at that time, plus parents didn't like a guy picking up their daughter in a station wagon. One day, after about six months, a hubcap fell off and I didn't know it. And Dad said, you're not driving that car anymore because of that hubcap, so I went out and bought a 1969 Camaro."

The disagreement emerged because at that time, the Falcon was still decidedly Mom and Dad's car at their home. Wayne unfailingly washed the Falcon every week, waxed it on schedule, and generally kept

it spiffy even as the base interior materials started to deteriorate. In 1996, Jeff and Wayne obtained a supply of NOS vinyl materials and fully restored the interior, adding a new headliner at the same time, with Jeff saying that the interior's condition remains "perfect" today. The work was done at George's Trim Shop in Kannapolis. The interior door panels remain original, the knobs were replaced with Dennis Carpenter pieces about two years ago, and a set of engine gauges now reside beneath the dashboard. Under the hood, the 200 boasts a chrome rocker cover, also from Dennis Carpenter.

Wayne still has the original Falcon hubcaps from 1962, which he replaced with units from a 1962 Falcon Futura that he grabbed once he became a Falcon enthusiast in earnest. "The pinstripes are actually tape," Wayne explained. "I found the skirts from a person in Winston-Salem who messed in Falcon parts, and I bought them from him. I was trying to find accessories that would fit on the car. I put the little chrome half-moons, we call them, on the headlamps."

"Dad was in the Navy, and he's always been very particular about the cleanliness of things, so there wasn't a lot for me to do with the car," Jeff said. "Later on, Dad had a big building constructed out back, and he stored the Falcon in there for a number of years. Then he brought it out, had it on the road a few more years, and then it went back into storage for another 10 or 12 years. It still has original paint thanks to Dad's great care."

Cars like this get noticed, especially once the owner turns into something of an authority of the marque. Time passed, and Wayne kept acquiring early Falcons. One of them was a 1962 Ford Ranchero that, according to Wayne, "went to pot." Next came a 1961 Falcon that went to Wayne's brother-in-law, who crammed in a 289-cu.in. V-8 much more than the little bird had stock. Wayne bought that car back, but it eventually experienced an engine failure. Undaunted, Wayne then got a 1963 Falcon Futura hardtop, which he personally restored, and which has been a show winner in North Carolina for years. So, it's no surprise that Wayne headed to the huge AACA AutoFair show at Charlotte Motor Speedway.

"The wagon was just a car that I liked to start with, but in 1999, I took the car to AutoFair and accumulated some old car parts," Wayne said. "When I came back, there was a little sticker on the windshield. Someone who represented the Falcon club put it there, so I joined the club. It's the Carolina Chapter of the Falcon Club of America, which is now based in Lincolnton. I was the chapter president for seven years."

Fast forward a couple of decades, and the Falcon, still riding on impossible-to-find 13-inch whitewalls, was back at the speedway, where Jeff and Wayne had taken to showing the Falcons together. "The AutoFair officials came by and started looking at Dad's '63, which was in contention for Best Restoration by Owner. Then they started talking about the wagon. So, they ended up giving the wagon the Most Original Unrestored for the meet, because they couldn't award two cars from the same club.

"The wagon is excellent to drive," Jeff beamed. "We had the carburetor rebuilt last year and it starts right

up, runs like a top. It has manual steering, which is why there's a knob on the wheel."

"When I get in the wagon and mash the gas, the 200 is faster than my '63," Wayne said. "Plus, it's bulletproof."

Owner's View

"My Mom drove us back and forth to school, and I think of her hands on the steering wheel. And Dad drove us around for several years, using the knob on the wheel. Sitting in the carport, there's a couple of little dings on it from things hitting it when my brother and I were playing outside. We used it for going to the beach; going to ball practice; diving into the back through the tailgate. It has an ahooga horn that the guys thought was nerdy, but the girls liked it. It just has a lot of memories for me. The thing Dad's most proud of is the exhaust tips that came off a 1940s Cadillac. It doesn't have dual exhausts. We keep the other tip painted inside." — Jeff Cannon



My Embarrassing Car! '64 Ford Falcon

You Never Forget Your First Car

By Debra G. Harman

The '64 Ford Falcon was Sky Mist Blue. I didn't know that was the name of the color when I was a seventeen-year-old girl.

I knew to check the oil, and I knew to pack gas money, cigarettes and strawberry flavored lip-gloss in my fringed leather purse.

Back in the 70s, I thought I drove the junkiest car in the high school parking lot. Boys drove huge cars that dominated the best parking spaces—Impalas, El Caminos, and even an orange 'Cuda.

Some girls had hot cars. Brenda had a Gold Nugget special '68 Mustang. Michelle drove a Camaro. My Ford Falcon, relatively small, was blue like faded Levi's. The hinge broke on the driver's side, and the door had to be swapped out for a dark blue one, so my 'old faded jeans' had a big dark patch.

I kept a couple changes of clothes in the back seat, jeans and halter-tops squished into the corners, maybe even a bra back there, but strictly for costume changes.

It had a family car vibe.

I didn't have to ride in the big yellow school bus, and for that I was grateful. I changed clothes in the Falcon, ate in it, slept in it, drove friends home, and sank it in the sand on senior skip day.

Fifteen boys lifted it out and moved it onto the road. That car and I had a lot of adventures, and lately I'm nostalgic for it, even checking out Ford Falcons online.



I don't remember how the Falcon arrived to our family farm. My parents didn't drive it. Mom had a nice new car in the '70s, and looked fancy in ruffled shirts like Shirley on "The Partridge Family." Dad was a salesman and drove a chocolate-brown Chevy Malibu.

I think they bought the Falcon for us kids to bomb around in, but I ended up with it. I was the middle child, and you know what they say about us. My sister, the eldest, got the sporty red Mazda RX 4, which I ended up with later, when my parents suggested I take over the payments and acquire it.

Sister got so many tickets the state of Oregon took her license away, the judge making jokes about "Hot Rod Lincoln." My brother had a red Chevy Corvair convertible as soon as he turned sixteen. My parents were embarrassed that they'd bought it for him, averting their eyes from my sister and me.

I stared at Dad without blinking. He said, "I actually wanted it for myself, but I already have a car, and, uh..."

Righteo, Dad. He gets the red convertible. I get the old beater. I get it. I really do. I was the middle kid. The old Falcon was mine.

Once, I was driving my older sister back from a local mall, and we were smoking. Never mind that we weren't supposed to smoke in the Ford Falcon. We weren't supposed to smoke, period.

A few minutes later, my sister's high-pitched screams filled the car. No one screamed like my sister, a yelping sound that ended in hysterical yips.

The Falcon didn't have a carpet. There used to be one, but now it was frayed matting — ripe for a blaze. I was in the slow lane, and pulled onto the shoulder, as flames rose from the passenger floor.

We took old t-shirts from the back seat and smothered the flames. That was us in the Ford Falcon, on the side of I-5 with a burning car. We saved her, though. She was a tank.

The Ford Falcon was known around town, and to my recollection, I was the only person with a car that color. It was the palest blue. There was no shine to it; it was just a flat, light wash of blue, with that dark blue driver's door.

And it was in this unique car that my friend Sally and I decided to pull a payback on her neighbor boy, Greg.

He probably didn't deserve the retribution that Sally chose for him. He'd done some little thing, teased her or laughed at her. She got furious at such actions, and stewed until she got even. She exaggerated the insult until we were forced to take revenge.

It was her idea to load up a black hefty bag with cow patties and deposit it in Greg's family pool. Maybe she thought he'd get stuck cleaning it up. I don't remember. All I recall is that we spent about an hour finding dry cow patties and stuffing the dried disks into a hefty bag.

I drove the innocent Falcon to the front of the offender's family home, put her in park, and turned off the ignition. We snuck along the back sidewalk to the pool, and Sally lobbed the sack in. Giggling loudly, we ran to the car. That's when we heard the family dogs going off. We jumped in the car, Sally yelling, "Hit it! Go!"

I had the key in, but the ignition wouldn't turn over. It made that *nga nga nga* sound like the battery was dead. It took three minutes to start it, and by that time, the entire family was on the front porch.

Several of them had flashlights. It was like big spotlights flashing around our circus of mortification. We

were dying. The family dogs stood on the porch barking so hard their front legs were lifting up and down. Finally, the Falcon started and we roared off, a sorry and unsuccessful get-away.

Things got worse from there. I dropped Sally off at her house, just down the road. When I got home, ten miles away, my mom was sitting in a rocking chair in the living room. Steam was rolling out her ears, I later told Sally.

The first thing she said was, "Did you have fun tonight?" I was nailed. She said I'd be going to Greg's house the next day to clean the pool. She reminded me she played Bunco with Greg's mom. It couldn't have been worse.

The next day, Sally and I went back to clean the pool, and it was just as disgusting as we'd imagined. We sifted the odiferous chunks out of the pool with blue pool nets. Thankfully, Greg's mom was nice and of course, we apologized. Greg came out and watched us clean the pool, entertaining us with a monologue about how stupid we were. It was the 70s. That everyone in town knew that car, and how could we not have realized that? He was right.

Some years went by, and the Ford Falcon disappeared. Time passed. In my mid twenties, I was driving out in the country near my family's farm. It was a summer day, and I was heading to the farm to visit the parents. Suddenly, a skinny young girl was jumping up and down at the side of the road.

"You okay?" I asked, after rolling down my passenger window.

"Yes, yes! I'm selling a car. Wanna see it?" she said. And there, in the driveway, was the Ford Falcon with the dark blue driver's door. Today I'd give that girl a hundred dollars for it, my Ford Falcon with a Lynyrd Skynyrd t-shirt stuffed in the back corner and a hundred memories under the hood.

I'd turn on the AM radio, drive to the river, and sit on the hood in the sun. I'd drink beer and watch the sky get dark. Then I'd drive home to that sparkly place where my family still existed.

But back then, I just said, "Thanks, honey. I think I'll pass," and I drove on.

'64 Ford Falcon. You never really forget your first car. | by Debra G. Harman, MEd. | [Medium.html](#)

How to Identify the 1966 Econolines and Falcon Club Wagons



Econoline Van



Econoline Panel Van



Falcon Custom Club Wagon



Falcon Club Wagon

What's the Difference?

FORD E-SERIES

The Ford Econoline, first introduced in 1961, marked a significant shift in the automotive industry. As Ford's pioneering entry into the van market, the Econoline offered a versatile platform that could be configured as a cargo van, a passenger van, or even a forward-control pickup truck. With its innovative design and availability through both Ford and Lincoln-Mercury dealerships in Canada, the Econoline quickly established itself as an influential and popular model that would go on to shape the future of commercial and recreational vehicles. In Canada, the Econoline was marketed through both Ford and Lincoln-Mercury under the Mercury name.

Ford released the first generation Ford Econoline on September 21, 1960, for the 1961 model year. The E-Series was designed with multiple design variations for both retail and commercial sale. For this article we will focus mostly on the first generation due to its connection to the Falcon line.

Introduced in 1961, the Ford Econoline pickup truck derived its body from the cargo van. Similar to a Chevrolet Corvair pickup, the Econoline pickup bed had no engine intrusion related to the engine compartment. Far shorter than the similar-GVWR F-100, the Econoline pickup was designed with a seven-foot-long pickup bed. Two versions of the cab were offered, a standard three-window cab and an optional five-window version, which added wraparound windows to the cab corners.

The 1961 Econoline was offered in three body styles—Pickup, Delivery Van, and Station Bus. For 1962, Ford reclassified the Station Bus as a passenger car and offered it as part of the Falcon line. Ford badged these window vans as Falcons so they could be registered as passenger vehicles instead of trucks. This allowed them to be licensed at the cheaper car rates than at truck rates. Most Falcon vans built were window vans. Falcons also had a emblem on the back door. Falcons offered nicer trim in and out. One way to tell Falcons from Econolines, most if not all Falcons, have a white steering wheel with a big horn ring that says Falcon. An Econoline would probably have a black steering wheel and a small horn button that says Econoline. Parts are interchangeable so it is possible you will find a mix of each badging on an older, refurbished vehicle. Look for VIN numbers on the door, the hump, or on one of the brackets covering the taillights inside. If it is a Falcon, not all of the data tag will be filled out. The weight specs may be blank because it was considered



FCA Member Ted Boothroyd's pickup at the Colorado Nationals

a passenger vehicle and not a truck. The Falcons never had the Econoline name on the fender; instead it read Falcon.

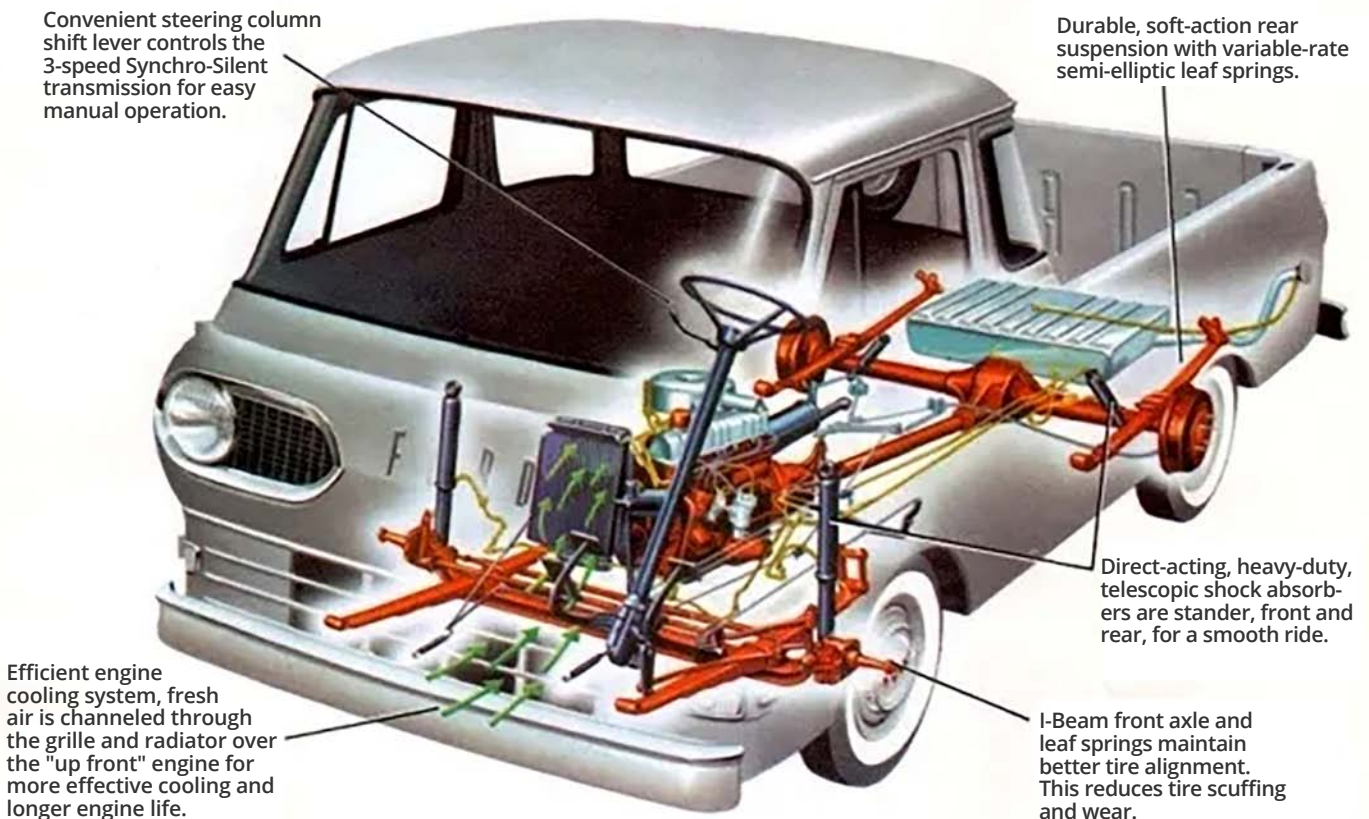
Through the years Econoline versions were added or

changed. were Econoline Pickup, Econoline Panel Van (1964-1967) (no side doors), Econoline 'Heavy Duty' (1964-1967), Econoline Super Van (1965-1967), and Econoline eight-door van (1964-1967 and very rare). The original E-Series vehicles were assembled at the Lorain Assembly Ohio from 1961 through 2005.

The Econoline was initially powered by an 85 hp, 144-cubic-inch inline-six, housed in a sheet-metal box next to the driver, with a 101 hp, 170-cubic-inch inline-six introduced as an option. Live axle and leaf springs at the rear and a beam axle and leaf springs in the front carried it down the road. The Ford E-Series was simple, light, and economical, just right for value-minded buyers in the '60s, even if the styling was remarkably straightforward. The first-generation Econoline was based on the Falcon's compact 90-inch wheelbase, the Econoline adopted a mid-engined configuration, placing the engine behind the front axle, precluding the use of a V8 engine.

In 1961 there weren't any Falcons versions In 1962-1967 the Falcon version was released with three variations: Station Bus, Club Wagon, and the Deluxe Club Wagon with flashy bright metal side trim. Towards the end of the Falcon run, around 1965, the Falcon trims options included Custom. The badge is how to tell the base Falcon Station bus apart from a windowed Econoline.

The packaging supported three-row seating for eight, and camper versions were also produced. The



Econoline's pickup body style boasted a seven-foot cargo bed, and in a 1965 spring promotion, Ford offered an Econoline Pickup Special with Poppy Red paint, Falcon wheel covers, chrome bumpers, and the wide side trim from the Deluxe Club Wagon.

Ford marketing said of the new Falcons, "One of the three newest, roomiest and most versatile '62 Falcon wagons. These are multipurpose vehicles which put utmost utility on a par with all the other outstanding Falcon advantages. Prices for Deluxe Club Wagon, \$2673; Club Wagon, \$2436; and Station Bus, \$2287. The Deluxe Club Wagon, with optional rear seats, carries eight adults with ease, ideal for big families. Remove the two rear seats, and there's sleeping room for four—or 204 cu. ft. of space for cargo. The floor is seven feet long, flat and level from front to rear. This makes it ideal as economical transportation and week-end campsite combined for hunters, fishermen and campers."

Econoline commercial vans were offered with cargo doors on one side, both sides, or with doors only at the rear, along with a host of other options. Buyers who found the 144 CID and 170 CID sixes inadequate could opt for the 240 CID "Big Six" starting in 1965, and that year a variant called the Supervan arrived with 18 inches of cargo box added to the rear, without disturbing the 90-inch wheelbase. In contrast to the Falcon, the Econoline was fitted with a solid front axle and a solid rear axle suspension with leaf springs for all four wheels.

Annual production for the first-generation Econoline was in the 60,000 to 80,00+ range, generating a total of around 552,000 vehicles for the '61 through '67 model years. For 1968, a new and larger Econoline van was introduced, but in the 1970s, the original Econolines would catch a second wind with the hippie van movement.



Club Wagon—Notice the white steering wheel and badging.



NEW FALCON CLUB WAGONS. Offering twice the cargo room of the biggest station wagons, yet priced below most compact wagons.

Competing directly against the rear-engined Chevy Corvair Van and VW Transporter, the Econoline established multiple designs adopted from previously successful vans, including the Chevrolet Van and Dodge A100. While also a forward-control vehicle, Ford introduced a mid-engined configuration. To improve cargo access by creating a flat load floor and enlarging the rear doors, the engine was placed between the front seats.

The mid-engine placement enlarged the cargo area, as the

engine compartment was located forward of the flat load floor. While Volkswagen marketed rear-engined vans in the United States until 1991, Chevrolet/GMC and Dodge both adopted the Econoline's design, introducing mid-engined vans for the 1964 model year.

In 1965, the 170 six became standard, and a 240 cubic-inch six was introduced as an option. A three-speed manual was standard, with a Dagenham four-speed manual introduced for 1963 and discontinued in 1964. The 170-cubic-inch engine was offered with a three-speed automatic in 1964, and the larger two engines were both offered with a three-speed automatic as an option thereafter. In contrast to the Falcon, the Econoline featured a solid front axle and a solid rear axle suspension with leaf springs for all four wheels. In its body design, the Ford Econoline adapted several elements of the Volkswagen Type 2 while making major departures to accommodate its mid-engine layout. Like Volkswagen, the Econoline



positioned the front seats above the front axle, making it a cabover-style configuration. For 1965, a "Super Van" extended-length body was introduced, extending the body 18 inches behind the rear axle. Econoline cargo vans, with the exception of panel vans, were offered with or without side windows in various configurations.

At the time of its launch, Ford projected the Econoline pickup truck to outsell the van, but buyers reversed the trend, with the van outselling the pickup truck nine-to-one. That body style ended production after the 1967 model year, remaining unique to the first generation.

Following a lengthy United Auto Workers strike in 1967, the launch of the second-generation Econoline van was delayed almost four months, until January 1968. Instead of marketing the van as a 1968 or 1968½ model, Ford marketed it for model year 1969. Losing its Falcon roots, the second-generation Econoline became a heavier-duty vehicle, sharing many of its underpinnings with the F-Series full-sized pickups.

The unibody construction of the previous generation was carried over, and the mid-engine, forward-control layout gave way to a front-engine layout with a forward axle placement; this allowed use of the "Twin-I-Beam" front suspension from the F-Series trucks. The wheelbase increased 15 inches, while the 18-inch longer long-wheelbase model became the largest full-sized van offered in North

America at the time. With the change of chassis and axle configurations, the Econoline gained a conventional hood for engine access, though engine access remained largely from the van's interior.

Beef/Carrot Casserole

- 1 lb ground beef**
- 1 tablespoon butter or margarine**
- ¼ cup minced onion**
- 1 clove garlic, minced or 1 teaspoon garlic salt**
- 2 (8 oz) cans tomato sauce**
- 1 teaspoon salt**
- ¼ teaspoon pepper**
- 1 cup dairy sour cream**
- 1 cup small-curd cottage cheese**
- ¼ cup chopped fresh parsley**
- 1 cup sliced cooked carrots**
- 8 oz medium noodles, cooked and drained**
- 1 cup shredded Cheddar cheese**

RECIPE CORNER

Brown beef in melted butter in skillet. Add onion and garlic. Saute until meat is well browned. Stir in tomato sauce, salt and pepper. Simmer, uncovered, for five minutes.

Combine sour cream, cottage cheese, parsley and carrots. Add to cooked noodles; mix well.

Alternate layers of the meat mixture and cottage cheese mixture in greased 3-quart casserole, beginning and ending with noodles. Top with Cheddar cheese.

Bake in 350° oven 30 minutes or until hot. If frozen: heat, covered, at 400° for 1 hour or until bubbly.

Makes 6 to 8 servings.

PROPOSED BY-LAW CHANGES

Bylaw revision Items for membership consideration/voting at National Convention July 11-12 & 13th, Hot Springs, Arkansas.

In looking at the day-to-day operation of the club we have noticed that we have been out of compliance with three areas that we want to correct. In an effort to ensure consistency of alignment between practice and written rule, we want to present these revisions for consideration. Following is a brief explanation of each proposal:

4.1.2 is proposed to restore the position of President and Vice-President to non-voting members of the board. Only elected board members will have voting privileges.

7.1 Since we have not published a monthly magazine in quite some time, we feel it is necessary to align our current practice with the correct wording of the bylaw of printing a magazine on a bi-monthly basis.

Article 4 Officers—Elections & Management

4.1.2

Current:

Terms of the office for Board members other than the President and Vice President are Five years. The President and Vice President Shall each be a member of the Board while serving in their respective offices.

Proposed:

Terms of the office for Board members are Five years.

President and Vice President are Non-Voting offices. (as prior)

Article 7 Publication

7.1

Current:

The editor publishes a monthly newsletter containing such items as:

Proposed:

The editor publishes a Bi-Monthly newsletter containing such items as;

INSURING YOUR VEHICLES FOR OVER 50 YEARS

UNPARALLELED CLAIMS SERVICE

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RAINIER FALCONS CHAPTER SEATTLE, WASHINGTON

Roger Moore
5523 South Avon Street
Seattle, WA 98178
206-290-3093
rainierfalcons63@gmail.com
Meetings: third Wednesday;
bimonthly
Jan–Nov. Go to rainierfalcons.com
for more information.

SONOMA COUNTY FALCONS FOR FUN CHAPTER SANTA ROSA, CA

Al Aiello
Santa Rosa, CA
707-867-2770
futura@sbcglobal.net
facebook.com/SonomaCountyFalcons/
Meet first Thursday monthly; 7 PM
Round Table Pizza
2065 Occidental Rd.
Santa Rosa, CA 95401

SOUTHERN CALIFORNIA CHAPTER

Patrick Hall
6331 Marsha Avenue
Simi Valley, CA 93063
805-583-4403
socalfalcons@socalfalcons.com
Meet second Sunday, even numbered
months, Hill Street Cafe, 3301 N.
Glenoaks Blvd., Burbank, CA 91504

South Central Region

REGIONAL DIRECTOR

Trey Blum
7801 Nokomis Road
McDavid, FL 32568
lwblum3@gmail.com
850-324-8565

BON TEMPS CHAPTER LOUISIANA

Cary Loupe
18661 Magnolia Estates
Prairieville, LA 70769
225-445-4488
cary_loupe@eatel.com

FOUNDERS CHAPTER CABOT, ARKANSAS

Mark Sword, Jr.
35 Dillon Dr.
Cabot, AR 72023
501-804-2918
mswordjr24@yahoo.com

MUSIC CITY CHAPTER, TENNESSEE

Phil Baxter
612 South Tunnel Rd.
Gallatin, TN 37066
615-828-1981
pbaxter462@yahoo.com
Meet monthly. Call for dates/location.

SOUTHERN COAST FALCONS PENSACOLA, FLORIDA

Larry Blum
7801 Nokomis Rd.,
McDavid, FL 32568
850-207-0183
lwblumjr@juno.com

South Eastern Region

REGIONAL DIRECTOR

James Baxter
1192 Mirror Lake Rd.
Lincolnton, NC 28092
704-736-1920
info@baxtersigns.com

CAROLINAS CHAPTER NORTH CAROLINA

James Baxter
1192 Mirror Lake Rd.
Lincolnton, NC 28092
704-736-1920
info@baxtersigns.com
Meet monthly. Call 704-736-1920
for dates and locations.

MASON DIXON CHAPTER MD/NJ/DE/PA/VA

Michael Garrett
301-803-0433
msgarrett35@msn.com
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA

Bobby Chester
2617 Camp Wahsega Rd.
Dahlonega, GA 30533
706-867-9475
twosprints@gmail.com
Meet first Sunday bi-monthly; call
for details

SUNCOAST CHAPTER, FLORIDA

Jay Beason
cjbeason@att.net
321-960-5977
Meet monthly. Call for details.

STAR CITY CHAPTER— VIRGINIA

Lynn Wilkerson
237 Foxfire
Cloverdale, VA 24077
540-793-4442
vwilkerson888@aol.com

TENNESSEE VALLEY FALCONS CHAPTER

David Wagner
7111 Wolftever Landing Dr.
Harrison, TN 37341
423-243-3525
65Sprint@epbfi.com
Meet monthly April-November;
call for details

VIRGINIA FALCONS CHAPTER MIDLOTHIAN, VIRGINIA

Lee Harrison
21481 Rocky Ford Road
Jetersville, VA 23083
72vmier@gmail.com
804-561-0495
Meet second Sunday of March, June,
September, December. See website
for locations.

South Western Region

REGIONAL DIRECTOR

Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607
toddgaudin@yahoo.com

ALAMO CHAPTER SAN ANTONIO, TEXAS

Kevin Hicks
830 708-9293
georgia.hicks@sbcglobal.net

CAPITAL CITY CHAPTER AUSTIN, TEXAS

Steve Springer
6600 Rotan Dr
Austin, Texas 78749
512-633-5125
scspringer65@gmail.com

HEART OF TEXAS CHAPTER DALLAS/FORT WORTH

Wally Tirado
214-215-7485
Wally@wtirado.com
Meet second Saturdays,
even months only.

LONE STAR CHAPTER NORTH/EAST TEXAS

John Todaro
5500 Strickland Springs Rd.
Marshall, TX 75672
318-458-4340
Jlrtodaro@gmail.com
Meet third Saturday even months;
place varies.

SOONER STATE CHAPTER OKLAHOMA CITY, OK

Jordan Mixon
405-420-3181
jordanmixon@hotmail.com
Meet third Saturday monthly.
Call for information.

THIRD COAST CHAPTER HOUSTON, TEXAS

Todd Gaudin
19611 E. Paloma Lago Ct., Cypress,
TX 77433
281-467-4607
toddgaudin@yahoo.com
Meet third Saturday of even months

FALCONS FOR SALE



I have owned this 1962 Ranchero for three years. Recent improvements with invoices include headliner and upholstery, windshield and rear glass, radiator and hoses, tail pipe, muffler, tire, full brake service, alternator, complete tuneup and rebuilt rear end. Vehicle needs floor pans and a heater core. \$13,500. Ed Jordan, 304-615-1085, ejordanent@hotmail.com. WV. 240616



1964 Villager wagon Comet, original 289 four-barrel, C-4 automatic. Has original doors, all fiberglass wood railings, all emblems/ trim and interior parts. \$1,900 without engine/transmission or \$2,800 with engine/transmission. More projects: 1963 Meteor S-33 two-door hardtop 260 V8 and 1964 Comets six-cylinder and V8. Carlos Vera call/ text 720-281-0940 or calicometcarlos@yahoo.com. CO. 240200

PARTS FOR SALE

Nice '61 grille with parking lights, \$350; 1964-65 taillight buckets, \$100 ea.; two '64 nice taillight buckets with backup lights, \$400 ea.; '65 taillights with lens and chrome, \$250; '63 NOS backup lights, \$150 ea. Glo-bright in boxes, set of four 13" wire wheel covers, \$200. Four Futura wheel covers, \$200; vent windows for Sprint and HT, \$200; '1964-65 quarter panels for four-door, \$250-\$300; front clip for headlights, \$100; real nice '65 Mercury Caliente grille, \$200; Mercury Comet Station Wagon or Ranchero tailgate. \$300; 1964-65 headlight trim,

\$100; chrome for padded dash, \$100. 1964-65 power steering setup, \$250; hood hinges with springs, \$50 ea. Five- and six-bolt bellhousings and plates, \$150; Ranchero script, \$50. 1963-65 radio, \$50. 1964-65 arm rests with chrome, \$75 ea. Rare 1960 air cleaner, \$150 and lots more. I am retiring and will sell all my stock for \$12,000. Please call Bob, 806-683-1246. TX. 240699

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$2,500. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly \$300 pair. 1964 NOS Falcon back-up lamp kit, Part #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit, Part #C5DZ-15499-A, Hardtop/ Sedan, \$359. 1964 NOS Falcon lens, Part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no back-up, \$125. 1965 NOS Falcon lens, no back-up, \$125. 1963/1964/1965 Falcon Sprint & Cobra California air Cleaner with PVC tube on the top, \$399. 1963/1964/1965 Falcon Sprint air cleaner, \$135. NOS 1963/1964/1965 Falcon Convertible well liner, \$99. 1963/1964 Falcon/Comet T-10 four-speed, \$695. New 1965 Falcon/Comet six-cylinder brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963/1964/1965 Falcon/Comet, Top loader shifter box with linkage, \$450. 1963/1964/1965 Falcon/ Comet four-speed tunnel with top plate, \$450. 1963/1964 generator bracket, \$100. 1965 Falcon Ranchero/Wagon gas cap, \$139. 1963/1964/1965 Falcon/Comet six-cylinder valve cover, black wrinkle powder coated, \$125. 1962/1963 Falcon/Comet stainless steel dash pad trim, \$125. 1964/1965 Falcon/Comet stainless steel dash pad trim, \$125. 1964/1965 Falcon/Comet AAC new gold carpet, front and rear, \$100. 1963 Falcon reproduction spears, \$410. 1963 Falcon spears, driver condition, \$100. Rare Valvoline bench mat with a 1965 Falcon Ranchero Monster Truck on it, 20"X17", \$125. 1964/1965 Falcon/Comet console bracket (reproduction), \$125. 1963/1964/1965 Falcon/ Comet stainless steel V/8 motor mount heat shields, (reproduction), \$35. 1963/1964/1965 Falcon/Comet four-speed shifter tunnel top ring (reproduction), \$45. 1963 Falcon console parts, \$199. 1964/1965 Falcon/ Comet console, new reproduction top, all trim, \$1,125. NOS 14" spinner hub cap, \$150. Big block 3x2 set up, intake, carbs, linkage, air cleaner,

filter, and more, \$2,500. Ford big block 2x4 set up, Intake, Carbs, Linkage, Air Cleaner, Filter, \$3,500. Ford small block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, patches, signed posters, more items, More NOS, used and Dennis Carpenter reproduction parts available, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 240528

Parting '60-'65 Falcons. 16 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Three NEW six-cylinder Ring & Pinion sets—"Original Ford" available! Call Steve, 360-430-0143 WA. 240610. Thanx for driving a Falcon!

1960-67 Falcon Wagon/Sedan Delivery tailgate cranks w/keys, single action gate, good used to NOS: \$195 to \$895. 1963-65 Hardtop Bucket Seats: (1) pair 1963 w/Futura/Sprint style upholstery, very nice driver quality, complete except for one seat emblem, \$1,395. 1963 Dagenham four-speed, complete w/ shifter/linkage/handle/mount; road tested, working well \$695. Parts available to make the Dagenham trans a conversion as well; please inquire. '60-62 headliner bows four-door (also 2dr?) set of four, locations marked \$100. 1960-63 Station Wagon/ Sedan delivery headliner bows locations marked (2) sets of seven, \$160-180. 1962 wagon power tailgate regulator, motor, door switch, dash switch, tailgate key bezel, plus most wiring, \$395 as is, un-tested; 1963 Comet/Falcon convertible top bows plus working pump (no header bow), \$495. convertible quarter windows, regulators, trim, hardware; inquire for prices; convertible "belly pan" set up for bucket seats /console, \$295. 1963-64 Hypo 289 Fairlane exhaust manifolds pair; mint condition; \$600. Four-speed floor shift steering column covers (4) 1960-65, \$200-250 each. Four-speed steering column "blank" shifter collar, \$100. 1960-65 pedal sets, complete w/ bracket and all hardware, bolt in, \$325. Two '60-63 Falcon sedan "No-Mar" gas tank guards and two stainless steel gas caps: (1) in original OEM box, one good used, rare accessories, \$200/295 per set. Two '61-65 Econoline Horn Buttons, \$30-50; '64-65 Falcon horn buttons, nice chrome, \$25-70 each; '63 taillight lens, one w/back-up—Glo-Brite—NORS, \$35 w/box. NOS 1963 back-up light kit, mint, \$350. 1964 NOS back up light kit, mint, \$350. Nice used '65 taillight lens, all four styles, \$150-\$200 per pair. NOS Falcon parklight lens, pairs, 1960: \$45, 1962-3: clear, \$45, amber, \$25, 1966/67, \$75. 1963-64-65 Futura Horn rings: driver quality to very nice, \$60-\$195. 1964 NOS taillight lens, no backups, \$95 a pair; w/back-ups,

\$200 per pair. 1970½ Falcon dash cluster complete, \$100, shows 28K miles; 1960-61 Comet dash clusters, two to choose from, very nice chrome, \$250 each; 1963 Comet Dash cluster, needs work, but complete/ working \$125. '62-63 Futura 13" wheel covers, \$40-\$100 per set; '62 Futura front fender spears, good driver quality chrome, \$175-\$300 per pair; 1963 Mid-Model/Custom (NOT Futura) front fender spears, three sets of good-very good driver quality, \$100-\$200 per set. Two sets 1963 Futura/Sprint fender spears, really nice survivors, \$450 each pair; 1963 Futura/Sprint door/quarter panel stainless trim, very straight, \$150-\$250 each, and can make a set of four as well. Nearly new six-cylinder header set, fits a 1966-70 engine bay, \$195. Four-bbl. manifolds OEM Ford, C6OE, \$125; two C4OE, \$395. '64-65 Squire trim: four complete doors, two complete quarter panel trim, one RF fender trim, one excellent steel Squire fender; no tailgate trim, \$450 for all. 1960-61 strut rods, good threads, clean, \$195 a pair; 1960 early air cleaners (3) w/ lid for a paper element, needs restored but rare, \$75-\$150. 1960 driver's side early "air box" attaches w/four screws, not the "J" hooks, clean, good door/hinge, \$100. 1960-62 electric wiper conversions; replace the vacuum wipers; complete motor/armatures/wiring, \$335; Body Parts: 1960-70½ doors, fenders, hoods, trunk lids for Falcon two-door/four-door, hardtop top, convertible. What do you need? \$150-\$495 each. We have a 35+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Len Kellogg at lenkellogg1964@gmail.com, 970-593-1964, or visit us at kelloggsgarage.com. CO. 240612

Barn Find: one old -time fiberglass hoods w/scoops: 1964-65 Falcon/Ranchero hood with a raised hood scoop molded in; found in the barn of a Colorado drag racer; used at Bandimere Speedway in the 80s-90s. \$250 OBO.



Almost impossible to ship this item, so I highly suggest local pickup. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg1964@gmail.com, 970-593-1964 or visit us at kelloggsgarage.com. CO. 240612

MISCELLANEOUS

Hello FCA Members! I am an avid license plate collector (ALPCA #13258) and may have or able to find YOM plates for your prized ride. Price range \$50-\$500. Contact: James Collins, 175 Montesito Lane, Floresville, Texas, 78114; jacoll87@yahoo.com; 830-321-2434.

MISCELLANEOUS WANTED

Anyone have a copy of the January 2023 Falcon News they'd be willing to give up? Please contact David Barber at 205-531-3375. 240509



TO PLACE A CLASSIFIED AD

Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads may be edited as needed. Send your ad by email to editor@falconclub.com.

Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 10th of the month before publication. For example, April 10 is the deadline for the May issue.

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA member ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

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Fax 770-761-5777
770-761-6800
www.melvinsclassicfordparts.com
P.O. Box 81729
Conyers, GA 30013

FALCON CLUB UPCOMING EVENTS

...and still more to come



"Truckin' to Ohio"

September 6-7, 2024

Wilmington, Ohio

For more info, go to OVCFCA.com

Registration form on page 32

Carolina 15th Regional

September 27-28, 2024

Shelby, North Carolina

For more info, go to Carolinas

Chapter, FCA on Facebook

Registration form on page 31

All Falcon Texas Picnic

Saturday October 19, 2024

11:00 to 3:00 PM

**Miller Park, 1919 N 1st St
Temple, Texas 76502, Pavilion B**

Family, Friends, Falcons and Fun —a good chance to connect with fellow Falcon Lovers from across Texas.

Sloppy Joes and chips provided, along with water and ice tea. Bring your own soft drinks. No alcoholic beverages allowed in the park. We welcome any and all donations of prepackaged chips and baked goods of your choice for desserts.

RSVP to Carol Springer by either email or phone no later than Wednesday 10/16/24, csspringer1966@gmail.com or 512-567-0966.

Come meet with old friends and make some new ones! Hope to see you there.

2024 FCA Nationals

July 11-13, 2024

Online registration is closed. You can register in person at the Nationals.



Carolina's Chapter 15th Regional Falcon Meet

All Ford Show
September 27th-28th, 2024



Name _____ Spouse/Guest _____
(last) (first) (last) (first)

Address _____ City _____

State _____ Zip _____ Phone _____

Chapter _____ FCA# _____ Email _____



Entrant releases the FCA, Carolina Chapter, Hampton Inn & suites
and Cleveland Mall from all Liability.



Signature _____

CATEGORIES: Stock Modified Lite Modified Masters All Ford

Car (s) 19____ Model _____ Category _____
19____ Model _____ Category _____
19____ Model _____ Category _____

Remittance

First Vehicle	@ \$25	\$ _____
Second Vehicle	@ \$15	\$ _____
No Vehicle	@ \$15	\$ _____
Swap Spaces	Qty _____	FREE

Totals

(ALL VEHICLES MUST BE FORD POWERED TO BE IN SHOW)

Meet T-Shirt S____ M____ L____ XL____ @ \$25 \$ _____
XXL____ XXXL____ @ \$28 \$ _____

Awards Banquet Qty Adult _____ @ \$20 \$ _____
Bar-B-Que Kids Under 10 eat FREE

Total Cost \$ _____

*****Early Bird Redistration Give Away Prize Must Register before August 1st, 2024*****
(Check for \$150.00)

Make Checks Payable to: **Carolinas Chapter, FCA**

Mail Registration to: **James Baxter**
1192 Mirror Lake Rd
Lincolnton, NC 28092

Show Info: **Regional Meet Chairman**
James Baxter: 704-736-1920
info@baxtersigns.com

Facebook: Carolinas Chapter, FCA

Hampton Inn & Suites

2001-B E Dixon Blvd, Hwy 74
Cleveland Mall
Shelby, NC 28152
704-487-2800

Room Rate: \$122 plus tax

***Mention Falcon Club Show
for Special Rate

Ohio Valley Chapter Falcon Club of America

presents

TRUCKIN' TO OHIO

Regional Meet

Sep. 6-7, 2024 at Holiday Inn, Roberts Centre
123 Gano Road, Wilmington, OH 45177

Meet and Banquet Registration Form

Name _____ Spouse/Guest _____

Address _____

Phone: () _____ E-mail _____

FCA# _____ Chapter _____

Falcon Registration Information

Car 1. Year: _____ Model: _____ Body Style: _____

Car 2. Year: _____ Model: _____ Body Style: _____

Fees	Prior to 8-1	After 8-1	Qty	Amount
First Vehicle	20.00	25.00		\$ _____
Second Vehicle	15.00	20.00		\$ _____
No Vehicle	10.00	15.00		\$ _____
Swap Space	Free to FCA members, otherwise \$10.00			\$ _____
Show T-Shirt	20.00	22.00	S _____ M _____ L _____ XL _____	\$ _____
Show T-Shirt	22.00	24.00	XXL _____ XXXL _____	\$ _____
Banquet	35.00	Herb Roasted _____ Chicken	Beef & Bacon _____ Meatloaf	\$ _____

Total \$ _____

Make Check Payable to: OVCFCA c/o Mike Bouts

Mail this form and check to: OVCFCA c/o Mike Bouts, 497 Wesley Dr. Cincinnati, OH 45244

Waiver of Liability: Must be signed to complete registration.

It is understood that neither the Ohio Valley Chapter, the Falcon Club of America, or the Roberts Centre assume any responsibility for losses, damages or injuries during this event.

Signature _____ Date _____

For Hotel reservations call 937-283-3200 and select Option 3

Mention Ford Falcon when making your reservations.

Room rates are \$149.00 per night plus tax. This price includes two breakfasts.

Book rooms by 8/01/24 for this rate.

For more info. Contact John Howard (513) 312-8799 or Jerry York (513) 503-0029

WWW.OVCFCA.COM